

CLASSIFICATION ~~CONFIDENTIAL~~

COUNTRY	Poland	REPORT	
TOPIC	Mechanization of the Polish Armed Forces		25X1
EVALUATION		PLACE OBTAINED	25X1
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REMARKS			
This is UNEVALUATED Information			25X1

1. Prior to July 1954, mechanization of the Polish Armed Forces had apparently made great strides. Animal-drawn units on active service were abolished not later than 1952. Horse-drawn units were not observed and never heard of during recent years. The Polish Army still had some horses which [] belonged to territorial installations and were used for supply services in connection with barracks installations, training grounds, station administrations, and other supply installations. In some barracks installations, horses were still available for riding instruction for officers.
2. No detailed data on authorized basic allowances and motor-transport equipment on hand were available. It was also unknown which vehicle types formed bottlenecks if any. It was ~~believed that the units~~ still had a certain stock of motor vehicles which were in excess of mobilization equipment and were used for training purposes. [] the complete motor-transport equipment of a unit located in a barracks installation in Elbing (G 55/Y 90) which consisted of new Soviet-made trucks, was jacked up in storage sheds. This unit also had old vehicles which were used for training purposes. In 1954, the Polish Army was apparently satisfied with the supplies of motor transport equipment assigned. In all motor-transport affairs, the Armed Forces were given first priority. Plans which served the interests of the Armed Forces were unconditionally executed at the cost of civilian users. Whenever the Jeltsch (P 52/C 71) plant was requested to supply vehicles for military purposes the equipment required was positively available in time. Prior to 1954, the fighting efficiency of the Polish Armed Forces was increased due to supplies to combat troops of Soviet models of motor-transport equipment.
3. All fighting elements of the Polish Army were exclusively equipped with motor vehicles of Soviet models. These vehicles were used as personnel carriers for infantry units, prime movers for artillery and AT units, and train vehicles of combat troops. Standard models used included SIS

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150 trucks, SIS 151 trucks with all-wheel drive, GAS 51 trucks, Gas 65 sedans, which were an imitation of the US jeep, and motorcycles which were imitations of the German DKW model and the German BMW model, the latter being equipped with a two-stroke engine. Soviet-made full-track and half-track vehicles were used for heavy artillery units. Polish tank troops were equipped with Soviet-made tanks and SP guns.

4. It was believed that combat units had no Polish-made motor vehicles. Polish-made trucks were used as supply vehicles within the trains of major units and also belonged to special supply units and territorial supply installations. They included the STAR 20, STAR 21, and LUBLIN models. The Polish-made WARSZAWA sedans which were imitations of the Soviet POBJEDA model were used as sedans at headquarters and komendaturas. To a limited extent, the Polish SHL 125 model was observed with the motorcycles.
5. In 1954, the Polish Armed Forces no longer included any western motor-vehicle models. In 1949 and 1950, an extensive action took place under which the American Studebaker and Dodge models were removed from the civilian sector and, after being overhauled at large repair shops in Elbing, turned over to the Polish Army, was performed in Poland. These motor vehicles were gradually used up more quickly as there was no supply of US made replacement parts. Prior to the time of observation such vehicles were at best used for training purposes of the troops. They were no longer part of authorized basic allowances.
6. In 1954, the number of motor vehicles made in other satellite countries which were available in the Polish Armed Forces was negligible. Important were only Czech-made motorcycles of the Hava 250 and Jawa 350 models which were preferably used within the fighting elements of the Polish Army. It was believed that motorcycles were not yet standardized. To a limited extent, the Skoda 706 R motor vehicle with body was modified as a repair-shop truck for the Armed Forces. It was planned to use this vehicle in the air force. The Polish Armed Forces also had numerous buses of a wide range of models which were used at territorial installations and did also not belong to the equipment of combat troops. They included Soviet-made and [redacted] buses, the Czech model 706 RO and the Hungarian model Vagar.
7. Experiences in motor-transport problems were exchanged between the USSR and Poland. For special-purpose vehicle, for example, literature pertinent to their inner installations was supplied from the USSR together with the vehicles. It was unknown whether or not experiences in military motor-transport problems were exchanged between Poland and the other satellite countries. Such exchange would allegedly have been superfluous since, except for the Czech-made motorcycles, no motor vehicles manufactured in other satellite countries were used by Polish Army units to a degree worth mentioning. Foreign vehicles were procured for civilian uses by the following procedure:
The government top planning agency in Warsaw established the number and types of motor vehicles which had to be purchased abroad in the course of the fiscal year. The import of these vehicles was controlled by a motor-transport export-and-import agency to which representatives of the Polish Armed Forces were also assigned. Motor vehicles imported were distributed by the so-called "Motorspit" agency.

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8. The construction or use of special vehicles for the transport of atomic weapons was never mentioned [redacted] It was believed that such vehicles were not developed in Poland. As to problems of Polish Army mechanization, the Jeltsch automobile plant corresponded with a headquarters for tank units and mechanized units which was located in Warsaw. The pinpoint location of this office was not recalled.

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[redacted] Comment. This report indicates that combat troops are generally equipped only with with Soviet-made motor vehicles, while supply installations and supply units mainly have Polish-made vehicles. As far as motorcycles are concerned, Czech models are also used by the combat troops. It is doubtful, however, that the troops on active service had no animal-drawn units as early as 1952. It is believed that at least the divisions located in East Poland still include such units. At present, it is also doubted, that the other rifle divisions are fully mechanized.

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